



# Design Guidelines Building/Sidewalk Relationships

CENTRAL BUSINESS DISTRICT



(Revised 12/03)



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The text of this document was adopted by the City Council through Ordinance Number 3309 on November 7, 1983. These guidelines have been incorporated by reference into the Land Use Code as Section 20.25A.115. The ordinance cited above has included a number of other specific changes to the code.



# I. Purpose

The Land Use Code adopted in 1981 established an entirely new set of regulations for guiding the growth and development of Bellevue's Central Business District. New districts having varying levels of intensity were devised. Parking requirements were reduced. Particular emphasis was placed upon the development and improvement of public transportation. Major attention was focused upon pedestrian movement, with associated facilities and amenities. Code provisions reflect a conscious effort to intensify new development by responding to the marketplace. The Code also ensures a high level of design quality, liveliness and convenience for people who work, shop and live in the downtown.

This document is intended to supplement and expand upon the general design criteria already found in the Land Use Code. This document sets forth more specific standards and guidance according to which individual projects may be evaluated, with respect to relationships between buildings and sidewalks. These guidelines will serve three groups of people. First, the Planning Department will use these guidelines as a part of the review for all proposed projects in the CBD. They will be referenced in the section of the Land Use Code governing downtown development. Second, the guidelines should assist developers and their architects in the design of projects by providing explicit directions. Finally, these guidelines will benefit the public by providing a pedestrian-oriented environment in downtown Bellevue.

These design guidelines intentionally emphasize qualitative rather than quantitative measures. They describe, in clear terms, those features that are to be addressed in the design of projects. It is evident that each guideline could generate numerous solutions. Varied and imaginative designs are certainly encouraged. Photographic examples have been included in this document to provide illustrations of the intent of various terms.

There are several other design guidelines that address particular areas or facilities within the CBD. Provisions governing these subjects are as follows:

1. Pedestrian Connections Through Superblocks  
Land Use Code 20.25A.100.E.4.
2. Pedestrian Corridor Design Guidelines  
Resolution No. 3946.
3. Old Bellevue District  
Land Use Code 20.25A.070.

Applicants should consult all portions of the Land Use Code, particularly 20.25A, to identify other applicable requirements.

## II. Urban Design Goals

The Central Business District Subarea Plan contains numerous policies relating to Urban Design, some general in nature and some associated with particular areas. Several of the policies, combined, provide the framework for this document. These policies are summarized into five objectives, which are highlighted below, along with a brief discussion of each.

### **The Physical Character of the Entire Downtown is to be Enhanced.**

Downtown Bellevue, for most of the thirty years of its existence, has been a sprawling collection of low rise buildings separated by vast parking lots. Early planning concepts led to the establishment of large superblocks separated by arterial streets. Accommodating the automobile was obviously of paramount concern. The result clearly was a setting that provided very little in the way of protection, convenience or interest for people on foot. Development and redevelopment occurring under the new Land Use Code will be radically different: surface parking will be greatly diminished, high intensity uses will be concentrated into an area suitable for walking, and large numbers of employees will be located in the downtown without having arrived by car. In short, public policies and the marketplace will shape an entirely new downtown. It is imperative to ensure that the evolving physical character is enhanced through deliberate and specific design decisions. (See Policy 21.V.3.255)

### **A Pedestrian Environment is to be Created, with Activity, Enclosure and Protection.**

Downtown should be a rich, exciting, and human setting for a wide variety of activities. A concentration of people in a relatively compact area results in greater demands for goods and services, entertainment and culture. The network of streets and sidewalks, of course, serves to link together different uses: offices, shops, restaurants, residences and so forth. But, at the same time, the sidewalks themselves must be appealing and lively places. To be lively and interesting, sidewalks must be lined with active



View of Downtown Bellevue from  
Meydenbauer Bay



Old Bellevue

commercial and retail uses and must incorporate features such as weather protection, vegetation, street furniture and special paving treatment. The necessary attributes of activity, enclosure and protection are achieved only when buildings 'reach out' and 'embrace' the sidewalk both through overall physical form as well as through small scale details. (See Policy 21.V.3.260)

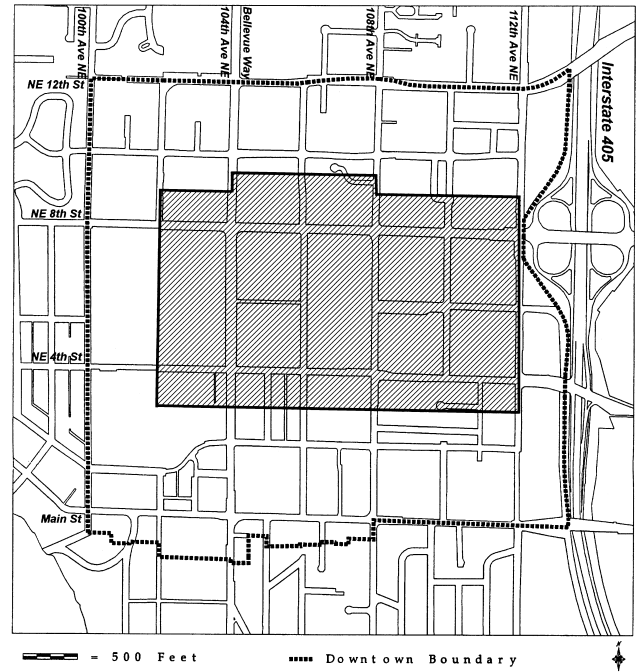
### **Buildings Within and Around the Core\* are to Contribute to Pedestrian Orientation.**

If the pedestrian experience is to be interesting and diverse, it is necessary to ensure that activities occurring within the street level of a building are connected to adjacent sidewalks. Areas that appear to be empty of human activities will not attract people.

The design of a building can contribute to the sense of activity if it provides for visual and physical access directly from the public sidewalks. As development occurs over time, street corridors will assume a steadily increasing degree of continuity and cohesiveness with respect to pedestrian orientation. (See Policies 21.V.3.280, 21.V.3.300, 21.V.3.315 and 21.V.3.320)

### **Streets Within the Core\* are to Receive Particular Pedestrian Emphasis.**

The core area is designated as that area of the downtown which is to be most intensely developed. Automobile oriented uses are generally discouraged but high rise office uses, with associated service and retail activity are encouraged through both height and floor area incentive provisions. Special design guidelines have previously been adopted to guide the development of the Major Pedestrian Corridor along the alignment of N.E. 6th Street and a 'primary path' of pedestrian movement. Other streets within the core will need to function as important connections between the corridor and surrounding blocks. Together with other 'secondary paths', such as mid-block locations, all core area streets must have pedestrian attracting features. Those nearest the Pedestrian Corridor are especially important. (See Policies 21.V.3.495 and 21.V.3.500)



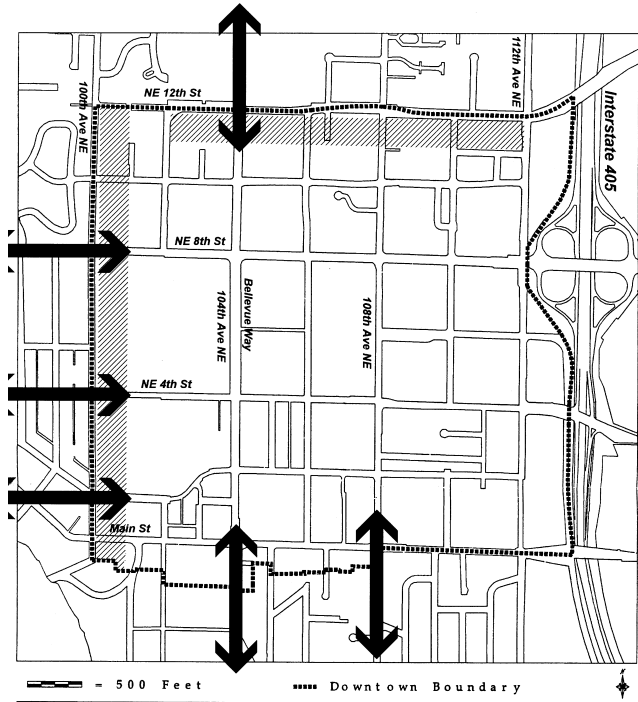
**Core Design District**  
(See LUC 20.25A.100A for detailed boundary).



108th Avenue N.E. south of N.E. 8th Street

## Pedestrian Connections are to be Provided to Adjacent Neighborhoods

The Central Business District cannot be isolated from its surroundings. Safe, convenient and attractive connections to nearby residential areas are important. Certain streets, by virtue of their extension into these areas, can provide this necessary connective role. As such, they need to also have special pedestrian emphasis in order to serve as 'entrances'. By the same token, streets which separate the downtown from surrounding neighborhoods should receive attention with respect to ways of blending commercial and residential development. Commercial development on the perimeter of the downtown should incorporate design elements that will provide a sensitive transition to surrounding areas. This reflects policies and criteria already established in both the CBD Subarea Plan and the Land Use Code. (See Policy 21.V.3.225)



Neighborhood Relationship Map



### III. Major Issues

Observation of other downtown areas and a comparison with the Central Business District of Bellevue reveals a number of major design issues. The following list of issues provides a general framework for the development of specific guidelines.

#### Concentration versus Openness

An extremely intense, unrelieved concentration of buildings can be forbidding, unpleasant and devoid of desirable daylight. Obviously, some amount of open space is valuable. However, open space per se is not necessarily conducive to a lively downtown setting. Used excessively in front of every building or at every corner, open space can actually detract from the sense of activity along the street. If used selectively and only at special points, and if designed to encourage use (seating, planing, sunny spots, etc.), open space can serve an important role in the downtown setting.

#### Enclosure

Until the adoption of the new Code, downtown buildings had to be located behind certain specified setback lines. This resulted in the development of a major 'gap' between the street/sidewalk corridor and building facades. It has also contributed to the 'illusion' of overly wide streets when, in fact, most streets have widths typically found in many downtowns. Although the present Code does not require setbacks, a sort of 'setback attitude' persists. In order for sidewalks and streets to appear urbane, active and lively, buildings must enclose and contain space within the street corridor.

#### Distinguishing the Ground Level

The treatment of the ground level of buildings is most crucial with respect to pedestrian experience. The ground level is, after all, closest to view and touch and provides for entrances. Many buildings recognize this already, with special details, materials, finishes, signage or display windows. Other buildings, unfortunately, ignore the relationship to the sidewalk with no demarcation at all. By providing special distinguishing characteristics at the ground level, such as retail space and arcade, artwork or architectural



Bellevue Square



102nd Avenue N.E. at N.E. 10th Street



Main Street in Old Bellevue

recesses, the continuity of pedestrian experience is reinforced. Ground floor activities and treatment can serve as a means of tying together buildings of different size, shape and use.

### Internal/External Relationships

The downtown is a place of human activity and interaction concentrated in a relatively small area. When such activities are invisible or inaccessible, diversity is lost. What makes any downtown interesting is the wide variety of activities that it offers. If the downtown is to appear lively at all times, buildings must be oriented to the outside.

### A Pathway System which Protects the Pedestrian

A downtown area is not conducive to movement on foot. When sidewalks are narrow or nonexistent, the absence of parked cars along the curb possibly makes pedestrians feel exposed and unsafe. The Land Use Code now requires 12- to 16-foot sidewalks with street trees which should improve this situation. The emerging downtown must be perceived as safe, convenient and attractive by people who will inevitably be on foot in increasing numbers. Building designs which contribute to the sense of protection, with overhangs, canopies, arcades, recessed entrances, and other devices can contribute to a protective pathway system. Street furniture along the curb line, special paving textures and graphics can also assist in enhancing the pedestrian experience.

### Streetscape and Landscape

Plants certainly can enliven an otherwise harsh and hard-surfaced setting. Plants can also conceal or diminish the view of utilitarian structures. However, planting should generally not be used to separate commercial and retail activities from the sidewalk, as this simply diminishes the degree of liveliness and connection. Dense concentrations of planting are suitable only for very limited purposes such as major open spaces or reducing the visual impacts of parking facilities.



Restaurant, City Center



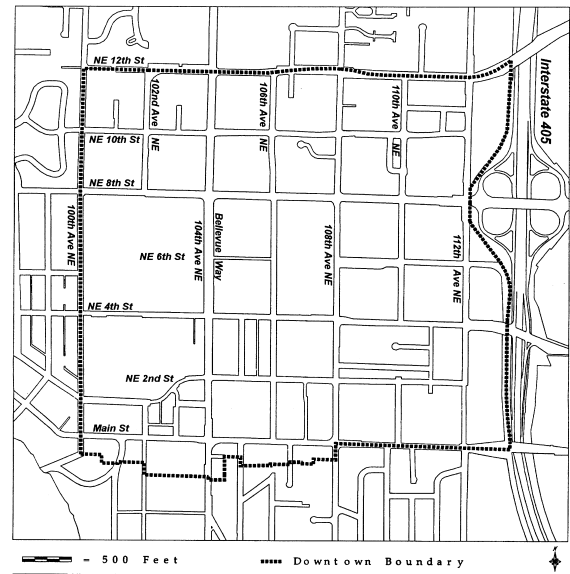
One Bellevue Center, 108th Avenue N.E. at N.E. 4th Street



Segment of the Major Pedestrian Corridor,  
N.E. 6th Street near 108th Avenue N.E.

## Superblock/Ownership Pattern

The CBD is composed, generally, of square blocks, 600 feet on each side. In addition, many parcels are relatively large, and often several adjoining large parcels are in common ownership. This condition presents some unusual development opportunities but also poses problems such as perceived walking distances, emergency access to interior areas, and the potential for internally-oriented 'fortress-like' development.



## Unifying Elements within Variety

Every new development project will combine a unique set of elements in an effort to meet a particular need in the marketplace at any given time. In addition, preferences of the developer and architect regarding a desired image will be evident. These factors tend to produce physical forms which may or may not be compatible with respect to color, materials, massing or height. For the most part, this is acceptable, even desirable, as a totally uniform environment could be monotonous and boring. However, the use of compatible and similar techniques of treating the street level edges of projects can serve as a strong 'glue' which binds together otherwise distinct buildings. Special treatment of the sidewalk, together with the ground level, can serve an effective unifying function within an overall setting of variety.



Transit Center and Major Pedestrian Corridor

## **IV. Guidelines**

### **A. Applicability**

The guidelines contained within this document apply to any development project which abuts a public right-of-way designated pursuant to Paragraph E.

### **B. Master Plan Required:**

If the applicant proposed to phase development abutting a public right-of-way designated pursuant to Paragraph E, the applicant must submit a conceptual master plan of the entire street frontage indicating generally how these guidelines will be met, and including:

1. Conceptual drawings of structures,
2. General types and location of uses,
3. Conceptual drawings of sidewalk level of building faces, and
4. Estimated development phasing schedule.

Any space which is indicated for a proposed future phase shall have a minimum depth of 100 feet.

### **C. Development Review Submittals:**

The applicant must submit the following with an application for development abutting a right-of-way designated pursuant to Paragraph E.

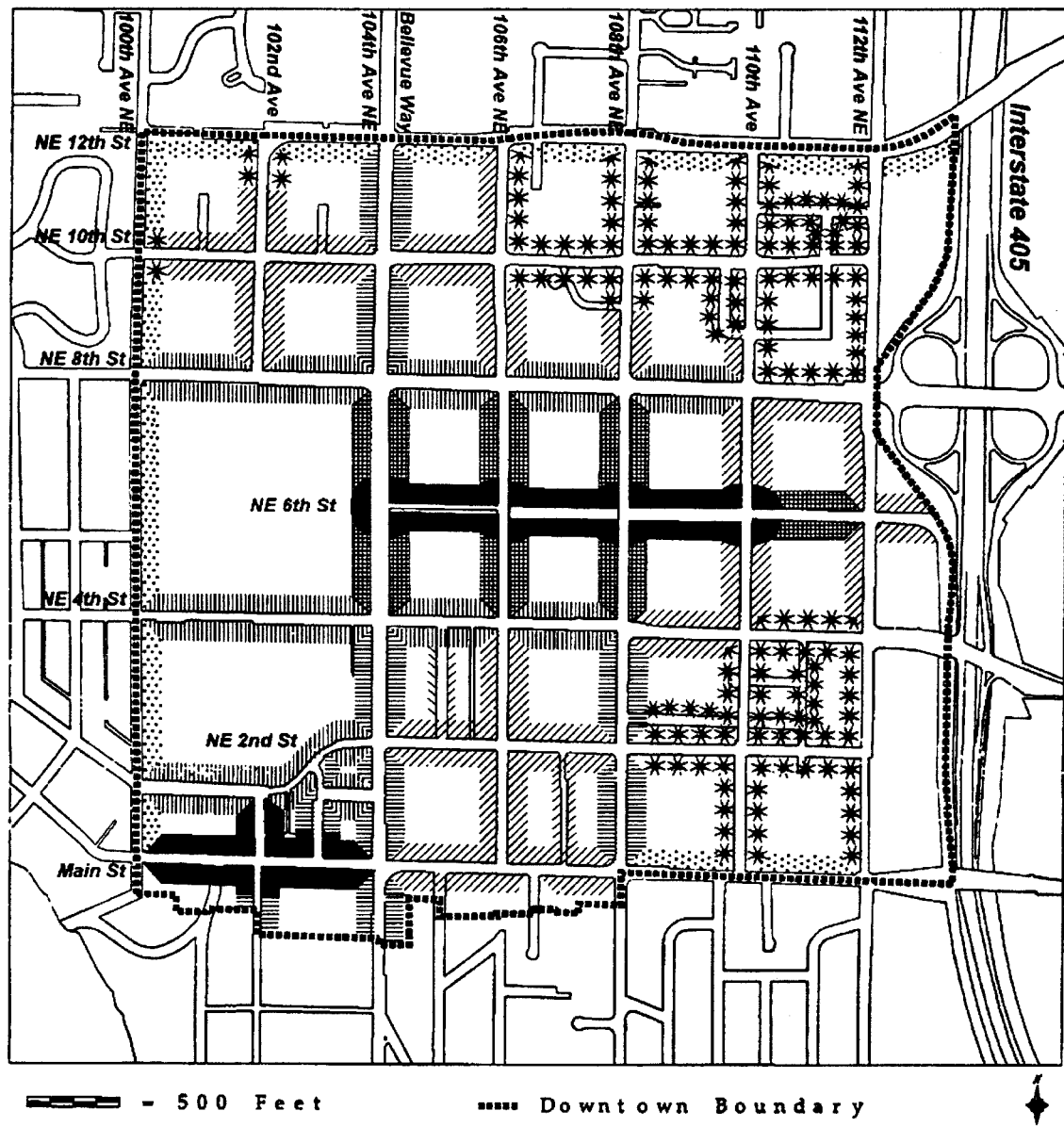
1. A site plan including:
  - a. Location and dimensions of the subject property, and if applicable, the project limit,
  - b. Designation of all rights-of-way pursuant to Paragraph E which abut the subject property.
2. A verbal description of how each applicable design guideline will be met,
3. A graphic depiction of how each applicable design criteria will be met, including elevations of all right-of-way frontage development, and
4. Any information requested by the Planning Director in order to evaluate the development according to the applicable design guidelines.

### **D. Modification of Guidelines**

The Planning Commission will review these Guidelines periodically to assure that they are producing the desired objectives in a reasonable manner and will report to the City Council. (Ordinance 3380, 1-25-88, Section 1)

### **E. Designation of Rights-of-Way**

This document establishes a system of designating rights-of-way for the purpose of applying varying design guidelines. The intent is to create a hierarchy of rights-of-way, with the greatest attention being given to those within and around the Core Design District. The hierarchy reflects different intensities of pedestrian activity in recognition of policies in the CBD subarea plan. The accompanying map denotes the designation of each right-of-way. (Ordinance 5582, 2-7-05, Section 17; Ordinance 5100, 10-19-98, Section 7)



## Right-of-Way Designations

	A
	B
	C
	D
	D/R
	E

Note: In the Downtown-Old Bellevue District, the "A" right-of-way designation extends south of Main Street on both sides of 102nd Avenue SE for a distance of 100 feet and extends north of Main Street on both sides of 103rd Avenue NE for a distance of 100 feet.

## **F. Edge\* Conditions for Each Right-of-Way**

The following guidelines describe edge conditions to be provided along each type of right-of-way. In each case, the conditions listed must be provided, except where vehicular access points are located.

\* 'Edge': The street level portion of a development which fronts upon a public right-of-way. For purposes of applying these guidelines, the Major Pedestrian Corridor is to be considered a right-of-way.

## 'A' Rights-of-Way

### Intent:

Rights-of-way designated 'A' shall have the highest orientation to pedestrians. This shall be achieved by emphasizing the designer relationship between the first level of the structure and the horizontal space between the structure and the curb line. This relationship should emphasize to the greatest extent possible, both the physical and visual access into and from the structure, as well as the amenities and features of the outside pedestrian space. In order to achieve the intended level of vitality, design diversity, and people activity on an 'A' right-of-way, retailing or marketing activities shall be provided for in the design.

### Guidelines:

1. Street level edges of the entire project limit shall incorporate retail activities.
2. The following characteristics shall be incorporated into the design of the structure:

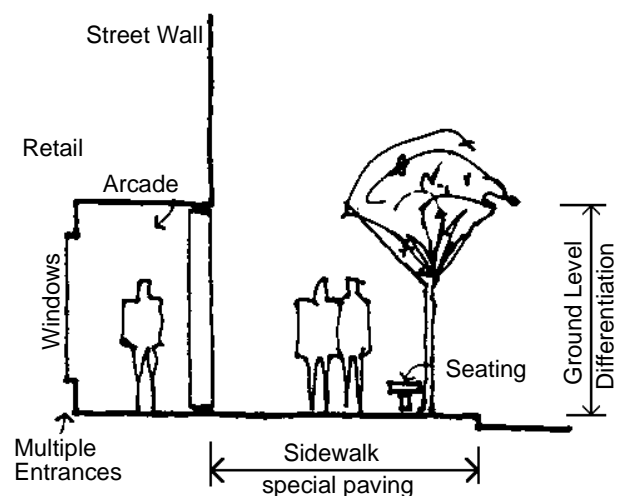
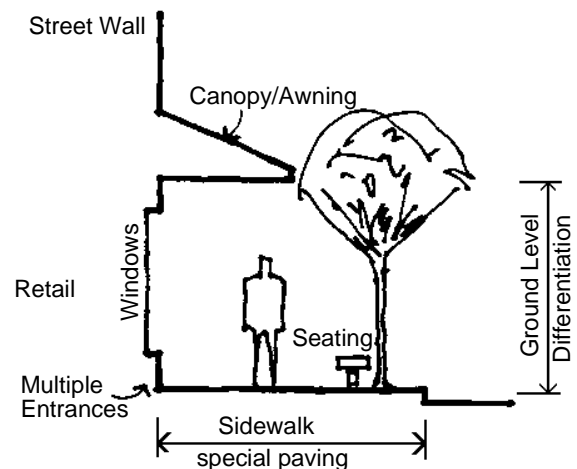
- Windows providing visual access
- Street walls
- Multiple entrances
- Differentiation of ground level
- Canopies, awnings or arcades

3. The following characteristics should be incorporated into the design of the sidewalk:

- Special paving treatment
- Seating

4. These Guidelines for 'building/sidewalk relationships' are to be used in conjunction with other guidelines adopted by the City. In the event the guidelines conflict with more specific guidelines adopted for Old Bellevue, the Major Pedestrian Corridor, or the Major Public Open Spaces, the more specific guidelines, now or as amended in the future, take precedence.

### Examples:



## 'B' Rights-of-Way

### Intent:

Rights-of-way designated 'B' shall have moderate to heavy orientation to pedestrians. This shall be achieved by developing the design so that there is a close relationship between exterior and interior activities with respect to both physical and visual access. Design attention should be given to sidewalk related activities and amenities.

'B' rights-of-way are to provide a diverse and active connection between the 'retailing' 'A' rights-of-way and other CBD rights-of-way.

### Guidelines:

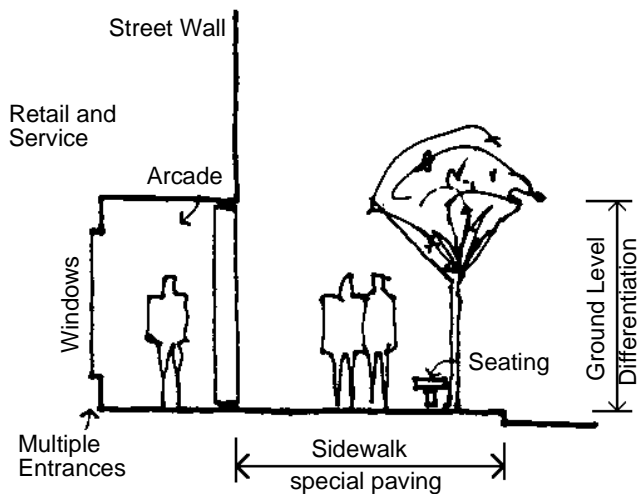
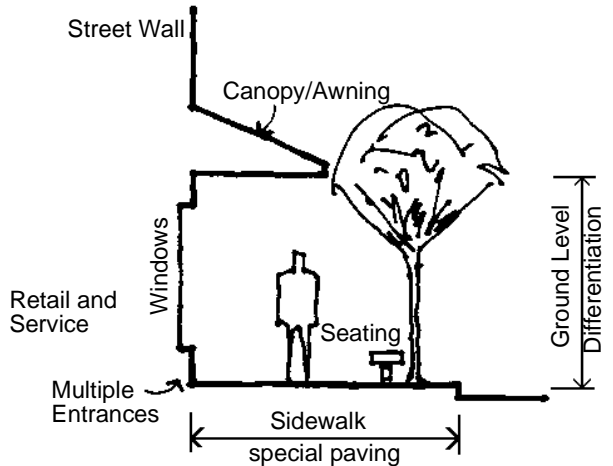
1. Street level edges of the entire project limit shall incorporate retail activities and service activities, with at least half of the frontage being in the retail category.
2. The following characteristics shall be incorporated into the design of the structure:

Windows providing visual access  
Street walls  
Multiple entrances  
Differentiation of ground level  
Canopies, awnings or arcades

3. The following characteristics should be incorporated into the design of the sidewalk:

Special paving treatment  
Seating

### Examples:





## 'C' Rights-of-Way

### Intent:

Rights-of-way designated 'C' shall have moderate orientation to pedestrians. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access. Design attention should be given to sidewalk related activities and amenities.

'C' rights-of-way are to provide a major pedestrian connection between the core area and residential areas surrounding the CBD.

### Guidelines:

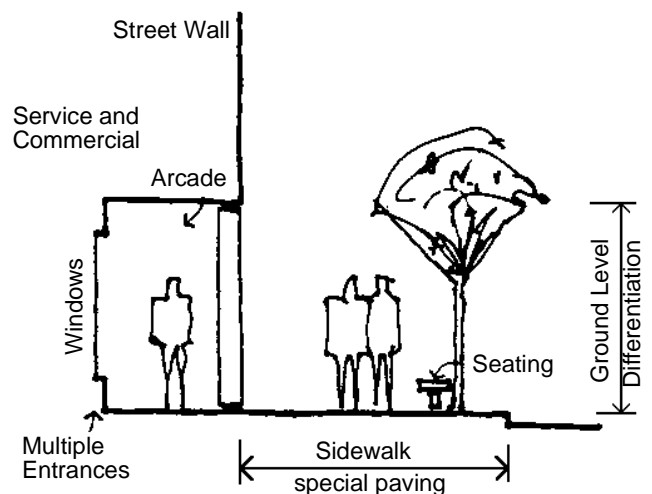
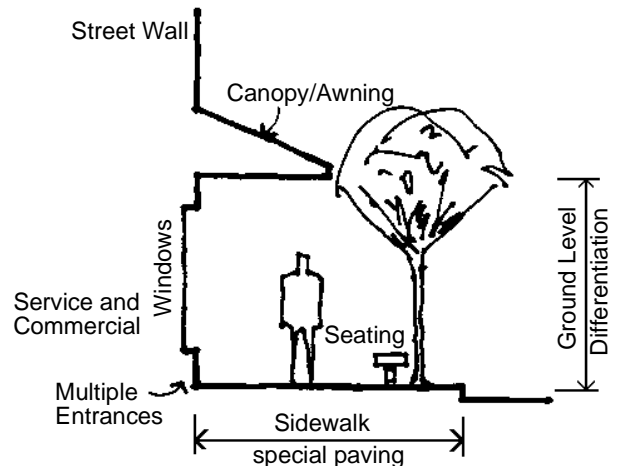
1. Street level edges of the entire project limit shall incorporate some amount of service and commercial activities.
2. The following characteristics shall be incorporated into the design of the structure:

Windows providing visual access  
Street walls  
Multiple entrances  
Differentiation of ground level  
Canopies, awnings or arcades

3. The following characteristics should be incorporated into the design of the sidewalk:

Special paving treatment  
Seating

### Examples:



## 'D' Rights-of-Way

### Intent:

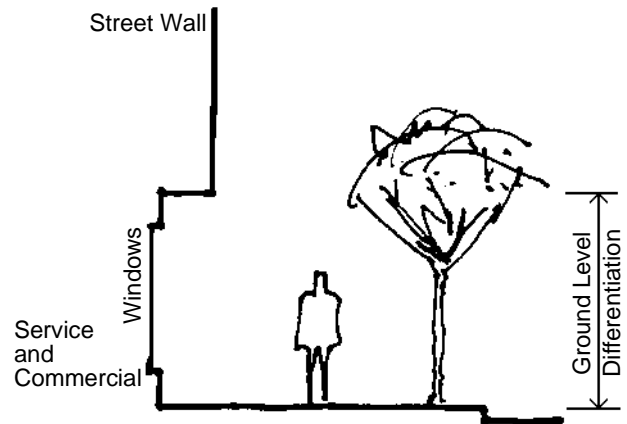
Rights-of-way designated 'D' shall have low to moderate orientation to pedestrians. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access. Design attention should be given to sidewalk related activities and amenities.

### Guidelines:

1. Street level edges of the entire project limit shall incorporate some amount of service and commercial activities.
2. The following characteristics shall be incorporated into the design of the structure:

Windows providing visual access  
Street walls  
Differentiation of ground level

### Examples:



## 'D/R' Rights-of-Way

### Intent:

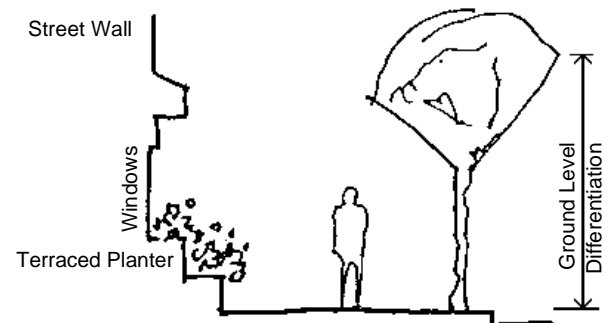
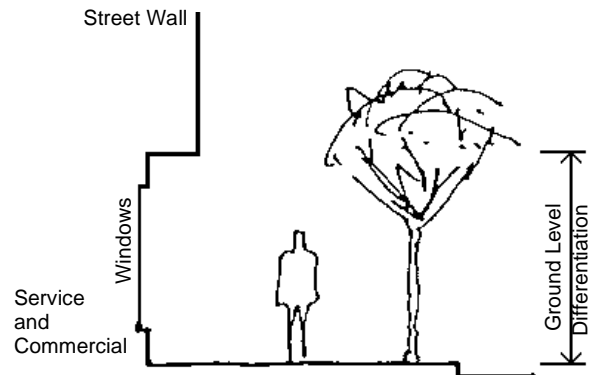
Rights-of-way designated 'D/R' shall have low to moderate orientation to pedestrians and shall complement residential uses. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access, and by incorporating landscape features that soften the urban edge. Design attention should be given to amenities that complement these areas' residential character and moderate the urban environment, while providing attractive visual access for pedestrians and other passersby.

### Guidelines:

1. At least 50 percent of the street level edges of the entire project limit shall incorporate service and commercial activities, landscape features, terraced planters, residential entry courtyards, plazas, or a combination of these features.
2. The following characteristics shall be incorporated into the design of the structure:

Windows at ground level  
Street walls  
Differentiation of ground level

### Examples:



## 'E' Rights-of-Way

### Intent:

Rights-of-way designated 'E' shall have low orientation to pedestrians. Such rights-of-way are intended to provide a visual buffer between the downtown and surrounding residential neighborhoods.

### Guidelines:

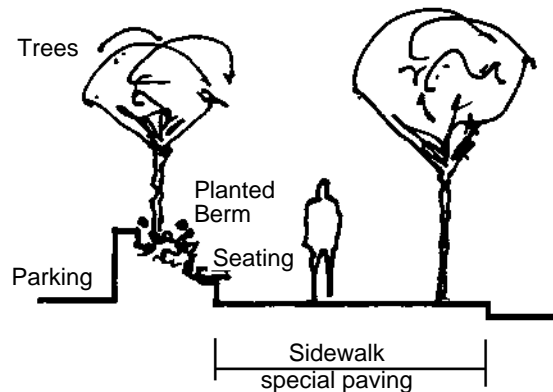
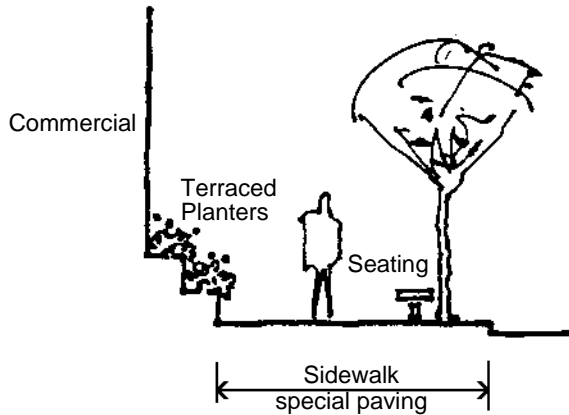
1. Street level edges of the entire project limit may incorporate commercial activities but shall also incorporate the following characteristics:

Trees, hedges or terraced planters  
or  
Planted berms

2. The following characteristics shall be incorporated into the design of the structure:

Special paving treatment  
Seating

### Examples:



## **‘MBRC’ Mid-Block Retail Connections**

### **Intent:**

A mid-block retail connection (MBRC) faced with retail activity exempt from FAR calculation shall have a high orientation to pedestrians. This is achieved by emphasizing the relationship between the vertical street wall and the ground plane devoted to mid-block access and the public right-of-way. This relationship should emphasize to the greatest extent possible, both physical and visual access into and from the structure at frequent intervals, as well as the amenities and features of the outside pedestrian space. In order to achieve the intended level of vitality, design diversity, and pedestrian activity on a mid-block retail connection, retail activities as defined herein shall be provided for in the design.

### **Guidelines:**

1. Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way to identify it as part of the public realm.
2. The MBRC may be covered but may not be enclosed.
3. Access from the public right-of-way should be encouraged and enhanced by multiple clear points of entry that identify the MBRC as a public space. Access through the site should form a clear circulation logic with the street grid.
4. Wayfinding, signage, symbols and lighting should identify the MBRC as a public space.
5. Design of the ground level and upper level retail should relate to the MBRC and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color.
6. Variation shall be incorporated into the design by including dimensional and level changes at both the ground plain and building walls.
7. Pedestrian-oriented lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare.

Design should be high quality, and materials should be durable and convey a sense of permanence.

8. Landscaping shall be used to animate and soften the space. The use of art and water is also encouraged.
9. MBRC design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level facade, though such activities may be conducted in an MBRC when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours.
10. Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.

### **Standards:**

1. At least one entire side of the MBRC shall comply with guidelines 2 and 3 for ‘A’ rights-of-way.
2. Minimum dimension for an MBRC double loaded with retail should be 25 feet wide exclusive of drive lane widths. An MBRC with single loaded retail should be a minimum of 12 feet wide exclusive of drive lane widths.
3. The MBRC should be open from 6:00 a.m. to midnight or during normal business hours, whichever is longer. Signs should be posted in clear view stating the MBRC is open to the public during these hours.
4. Each tenant space should have an exterior entrance.

## **“ULR” Upper Level Retail**

### **Intent:**

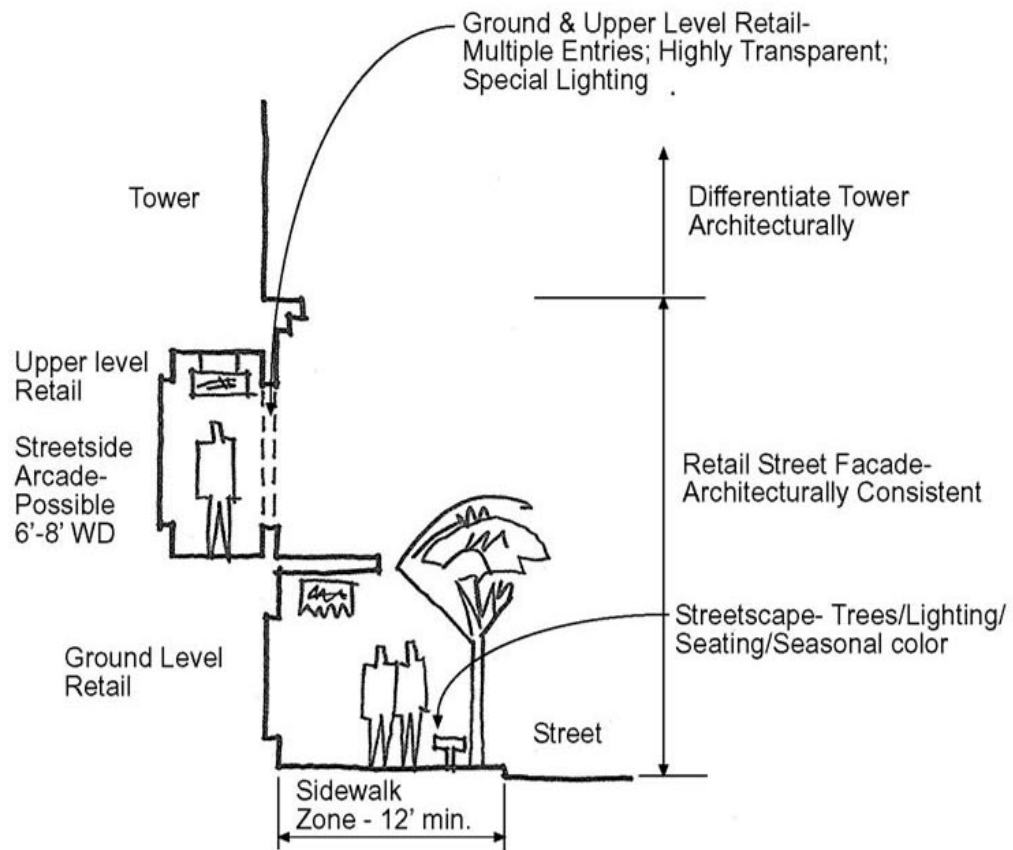
Upper level retail is intended to activate the ground level pedestrian environment. This is accomplished through extensive visual access to the upper level from the exterior, convenient and frequent access from the street or MBRC, clear line of sight from grade and visibility of ongoing activity within the upper level retail. Upper level retail should be designed and managed so as to draw the attention and interest of the pedestrian to the upper level and to increase opportunities for interaction and movement between the ground and upper levels. In order to achieve the intended level of vitality, design diversity, and people activity at upper level retail the following characteristics should be provided in the design.

### **Guidelines:**

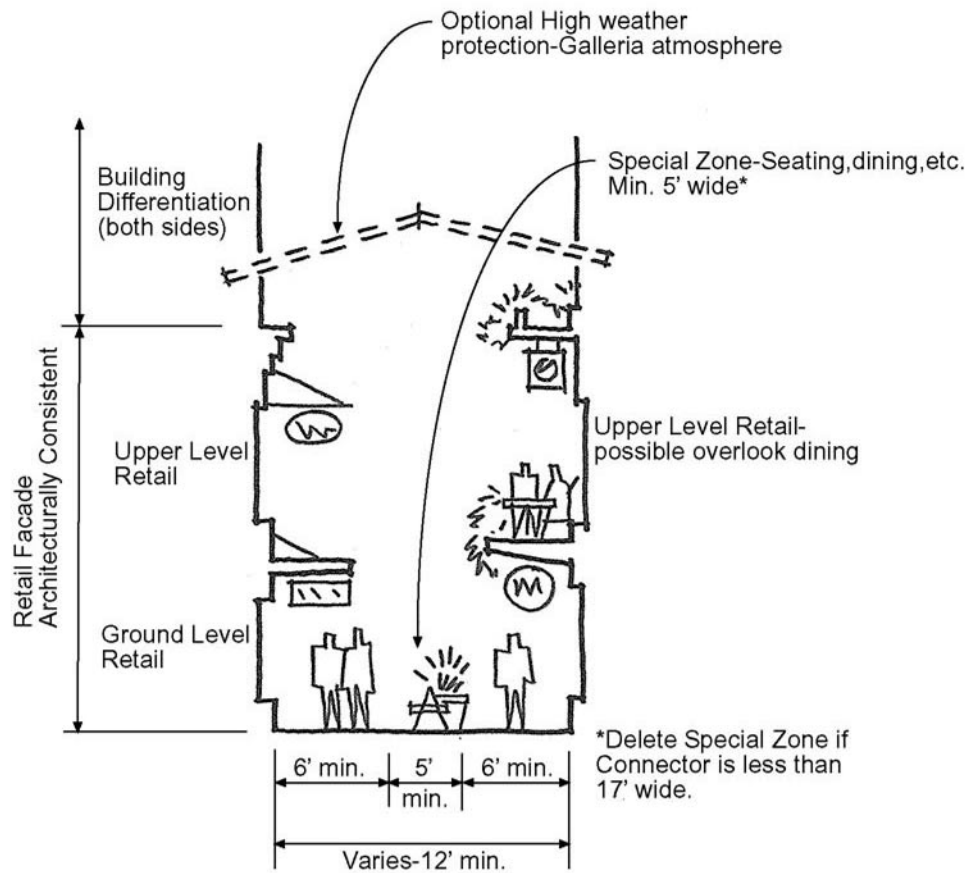
1. Architectural treatment of the upper level retail space should read as part of the ground level and be distinct from the architectural treatment of the building above.
  2. Extensive visual access into the upper level retail space should be available from the sidewalk or the MBRC with frequent clear lines of sight from grade.
  3. Lighting and signage should be used to enliven and draw attention to upper level retail.
  4. Access to upper level retail is permitted via an upper level arcade or balcony, or directly through ground level retail for a multilevel single tenant.
4. Visual access should not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.

### **Standards:**

1. Points of physical vertical access between the ground level and upper levels should be located no more than 150 feet apart to facilitate frequent pedestrian access to upper level retail.
2. Each tenant space should have an exterior entrance.
3. Floor area and building facade directly below upper level retail must comply with guidelines for “A” rights-of-way.

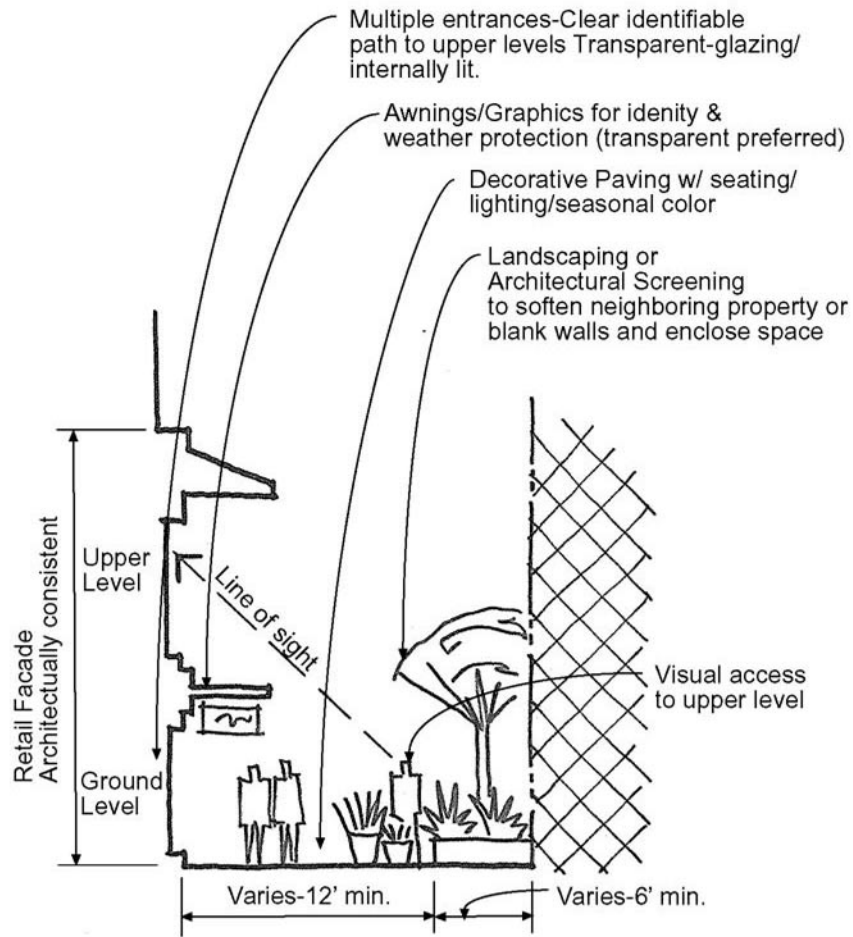


R.O.W. Condition

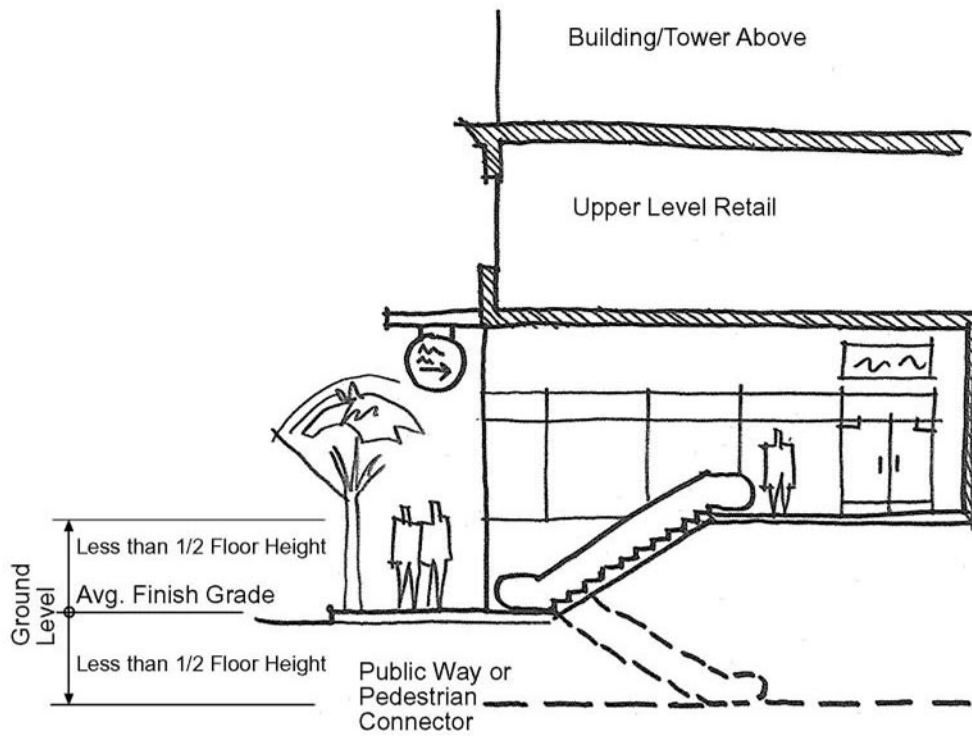


2 Sided Midblock  
Retail Connection





### One-sided Mid-block Retail Connection



Ground Level Defined

## **G. Definitions of Edge Conditions**

### **Retail Activities**

For purposes of these guidelines, 'Retail Activities' include any 'pedestrian-oriented use' such as retail stores, groceries, drug stores, shoe repair shops, cleaning establishments, floral shops, beauty shops, barber shops, department stores, apparel shops, art galleries, travel agencies, restaurants and theaters.

### **Service Activities**

For purposes of these guidelines, 'Service Activities' include all retail activities; finance, insurance and real estate services and business services. This type of activity is intended to be pedestrian-attracting in nature.

### **Commercial Activities**

For purposes of these guidelines, 'Commercial Uses' include all retail activities; service activities, professional services, general office, library, museum, recreation activities and hotels.

### **Windows, Providing Visual Access**

Such windows are transparent enough to permit the view of activities within a building from nearby streets and sidewalks. Reflective or very dark tinted glass does not meet this purpose. In order to provide visual access at the street level, the amount of glass must be extensive in both vertical and horizontal dimensions.

### **Street Walls**

A 'street wall' is a building wall which generally abuts the sidewalk, although there may be occasional setbacks and recesses for the purpose of plazas and open space. The street wall helps define and enclose the street corridor, creating a sense of activity, intensity and spatial containment. Street walls can incorporate arcades at the sidewalk level, with habitable space above.

### **Multiple Entrances**

Pedestrian entrances spaced at frequent intervals along the sidewalk contribute to variety and intensity. Providing numerous points of physical access reduces the possibility of long, monotonous facades. Combined with display windows, entrance points can greatly enhance pedestrian environment.

### **Differentiation of Ground Level**

A traditional method of breaking down the mass of a large building is to provide for a distinctly different architectural treatment at the ground or lower levels. This special treatment can take many forms such as a recess, arcade, change in material, color or texture, higher structural bays, overhangs, projecting display windows, and intermediate cornice details.

## **Canopies, Awnings or Arcades**

In the Pacific Northwest, protection from rainfall is a very important consideration. Canopies, awnings, and arcades can be used on pedestrian-oriented streets to add a certain measure of comfort. Such devices can also help define an enclosed sidewalk environment by providing a sort of 'ceiling' to the linear space.

## **Special Paving Treatment**

The quality of the streetscape 'floor' can enhance the experience of people on foot. Special scoring patterns, colors, pavers, bollards, and bands at regular intervals can provide interest. Areas near intersections should receive the greatest attention with respect to special treatment, since pedestrian activity is concentrated near crosswalks.

## **Seating**

People on foot enjoy opportunities for pausing and resting, watching other people and activities, or eating lunch. Sitting spaces are particularly sought after in one core area even where there is traffic, because the core is where there is the greatest concentration of people on foot. Seating can consist of a variety of forms, including individual units, benches and ledges.

## **Trees, Hedges or Terrace Planting**

Certain types of dense planting can help soften or screen particular conditions such as parking facilities, blank walls, vehicular service areas. The principal value of such planting is the provision of visual relief; little contribution is made to pedestrian activity and intensity. Therefore, application should be limited and should be reserved chiefly for streets which are peripheral to the downtown or which have a minor role in the overall pedestrian system.

## **Planted Berms**

As with other planting, berms are chiefly valuable for their ability to screen or soften views of otherwise unappealing areas. They contribute very little to actual pedestrian activity. Therefore, application should be primarily reserved for peripheral streets where the major concern is providing the visual transition to surrounding residential neighborhoods.